Ossipee 14749

Replacement of three bridges

&

Rehabilitation of pavement

On NH Routes 16&25

New Hampshire DOT
Department of Transportation

Presentation Outline

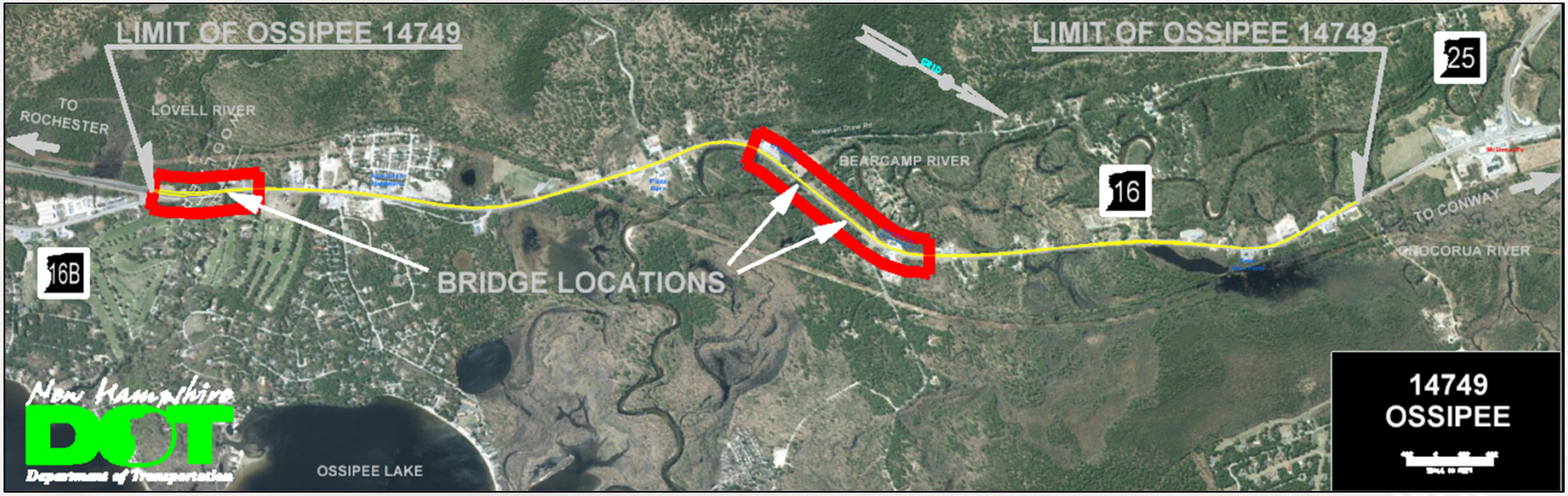
Existing Conditions

Environmental Considerations

Proposed Work

New Hampshire DOT Department of Transportation

Project Limits



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Roadway Data

- Constructed in 1955
- 12-foot lanes with 4-foot shoulders
- Posted Speed Limit = 45 miles per hour
- Average Annual Daily Traffic = 11,000 vehicles per day (vpd)
- Summer peak traffic = 18,000 vpd
- Fair to poor underlying pavement condition

New Hampshire DOT
Department of Transportation

Existing Lovell River Bridge

- Built in 1950
- 58-feet long
- Steel I-beam construction

New Hampshire DOT
Department of Transportation

Existing Lovell River Bridge

- Restricts heavy loads on NH 16
- Water overtops roadway
- Condition of bridge deck is poor

New Hampshire DOT
Department of Transportation

Existing Bearcamp River Bridges

- Built in 1955
- Steel I-beams

- River bridge = 392-feet
- Relief bridge = 168-feet

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Existing Bearcamp River Bridges

Overall poor condition

Deck

Girders

Piles

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Department of Transportation

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Historic Resources

- Both Bearcamp River Bridges are historic

- Section 106 of the National Historic Preservation Act (NHPA) requires that ***public participation is encouraged and considered***

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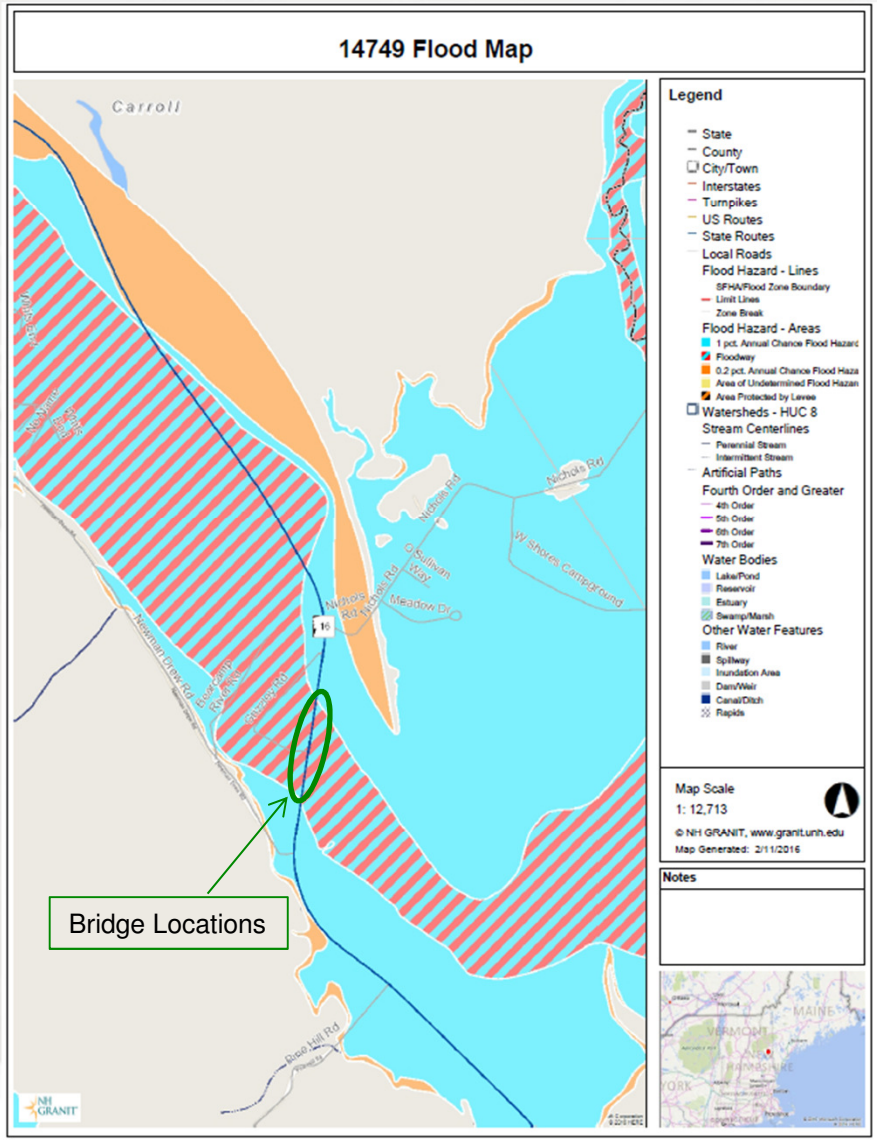
Flood Plains

- Coordination with the Federal Emergency Management Agency (FEMA) and the NH Office of Energy and Planning (OEP) is require for impacts within the flood plain



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Wetland Impacts and Permits

- Wetlands will be identified and mapped this summer
- Wetland impacts will be assessed
- Necessary permits will be obtained

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Rare Natural Communities & Plants

- Rare natural communities and one federally listed plant are near the project area
- Coordination is required with the Natural Heritage Bureau and US Fish and Wildlife Service

Silver Maple Floodplain Forest by placeuvmt - Own work.
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Northern Long-Eared Bat (NLEB)

- Coordination with the US Fish and Wildlife Service is required
- Acoustic Survey will be done to determine if the NLEB present or absent in project area

"Myotis septentrionalis 1870" by Jomegat - Own work. Licensed under CC BY-SA 3.0

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Bearcamp River- Essential Fish Habitat for Atlantic Salmon

- Coordination is required with the National Oceanic and Atmospheric Administration (NOAA) to determine impacts

Atlantic salmon at Maritime Aquarium | by Maritime Aquarium at Norwalk CC BY 2.0

New Hampshire DOT Department of Transportation

Presentation Outline

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New Hampshire DOT Department of Transportation

Roadway Rehabilitation

Work Includes:

- Reclaim / removal of existing pavement
- New pavement to be added
- Drainage repair and replacement
- Guardrail upgrades

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Department of Transportation

New Lovell River Bridge

Major Components Include:

- Larger 97-foot span (bridge) to allow more water to pass underneath
- Higher roadway to minimize water overtopping Route 16
- New bridge will remain steel I-girder
- Temporary bridge to be constructed to the west of existing bridge – no interruption to traffic

New Hampshire DOT Department of Transportation

Lovell River Bridge Diversion

New Hampshire DOT
Department of Transportation

New Bearcamp River Bridges

Major Components Include:

- To be constructed on existing alignment
- Bridge piers will be removed from river to reduce number of spans
- River bridge = 410-foot long steel I-girder bridge
- Relief bridge = 185-foot long steel or concrete

New Hampshire DOT Department of Transportation

New Technology – Slide-In Bridge Construction

- New beams and bridge deck to be built on temporary supports next to existing bridge
- New foundations to be installed with alternating one-way traffic in off-season
- Road is closed (1 off-season weekend per bridge), the old bridge is removed and new bridge is slid into place

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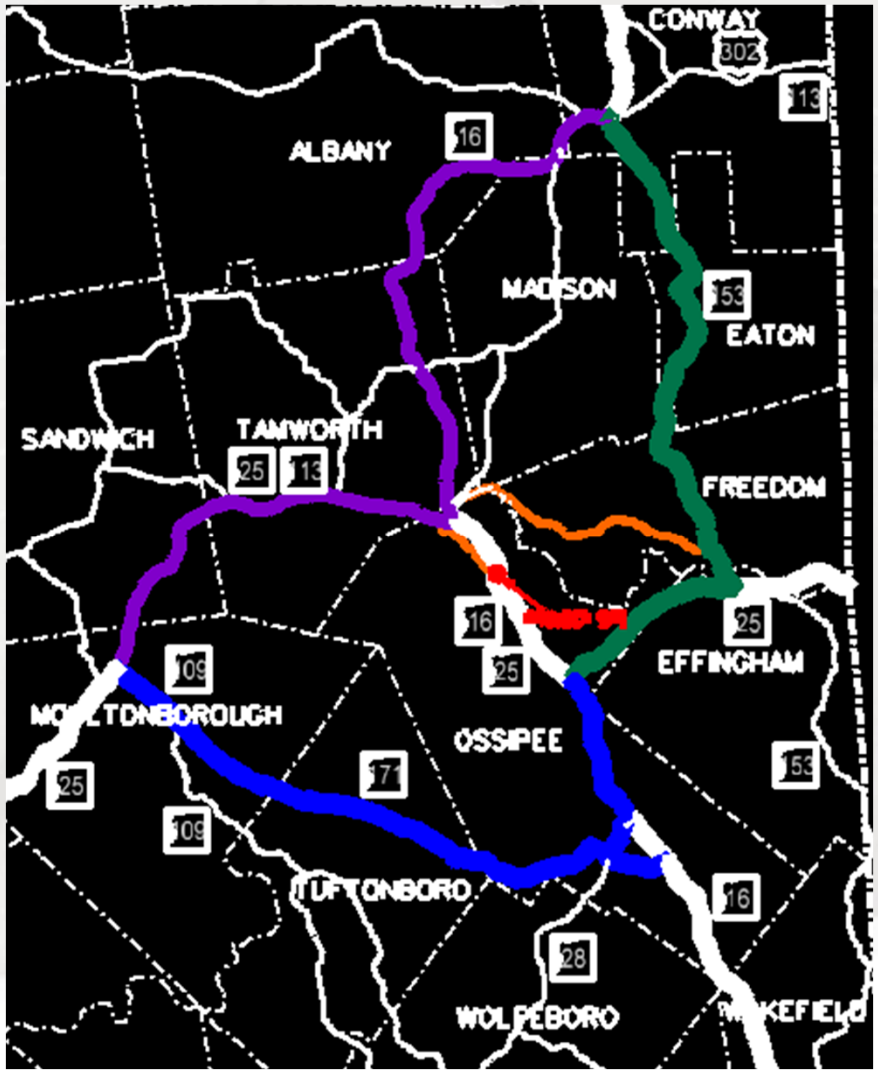
Roadway Closure - Detour



- Two weekend closures
- Off-peak season
- Official traffic detour set up on State Routes
- All local roads remain open

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Roadway Closure – Emergency Services

- Ossipee Fire Stations with emergency services are located on both sides of bridges
- Local roads are available for personnel or emergency equipment
- Project is equidistant from area hospitals

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Benefits of Slide-In Bridge Construction

- Minimizes construction impacts to traffic
- Shortens construction duration
- Minimizes environmental impacts
- Reduces permanent impacts to surrounding properties
- Saves money versus installing temporary bridges

New Hampshire DOT
Department of Transportation

Project Schedule

- Public Hearing – Fall 2016
- Stakeholder meetings – Fall 2016 - 2017
- Permitting and ROW – 2017 through 2018
- Construction – Starting late 2018 through 2012

New Hampshire DOT Department of Transportation

For More Information

- Visit the project website

  www.nh.gov/dot/projects/

Questions?

- Contact:

  Victoria Chase, NHDOT Project Manager

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  E-mail: vchase@dot.state.nh.us

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